

Honolulu Star-Bulletin

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EDITOR

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THE REAL CRIMINAL.

GOOD FAITH ON BOTH SIDES.

Official confirmation of the report that the Matson Navigation Company is to build "another Matsonia" is hailed by Hawaii with gratification and a genuine appreciation of Capt. Matson's enterprise and faith in the industrial future of the territory for the next few years.

One million six hundred thousand dollars will be put into the new liner. That is an evidence of the same good faith which prompted the businessmen of Honolulu to stand behind a home company, an American company, when there was a strong effort to swing sentiment here in favor of suspension of the coastwise law, which meant competition by foreign lines.

THE "MAN-FACTORY."

High Sheriff Jarrett aptly terms the territorial prison a "man-factory." Under his capable administration it is making more useful lives of many prisoners; is preparing them to re-enter society and win and hold a place there on merit; and in addition is proving a business investment for the territory.

Very likely the conditions previous to Mr. Jarrett's incumbency were not so dark as now seem the case by contrast, but it is certain that tremendous strides in humanitarianism have been made under his direction, without loss of essential discipline and without breeding in the prisoners the belief that, being pampered, they need not work.

The high sheriff insists, as a fundamental part of his policy, that the prisoners be useful men during their terms. They are not merely feeders, but producers. And the habit of being producers will remain with them when they emerge from the jail.

He gives them also vastly more opportunity for developing initiative, self-reliance and self-discipline than they have hitherto had. Self-government is encouraged. The qualities thus fostered should stand them in good stead when later they come to the moral and mental battles of competition in the outside world.

The use of prison labor on public works is not new, but under Mr. Jarrett it has been carried farther and, according to other territorial officials, to better results than ever before. The saving to the territory and the counties by the use of prison labor is considerable—it is estimated to reach at least \$75,000 a year.

There will probably be individual instances where the policy will seem to fail. The "honor system," steadily growing among penal institutions of the mainland has occasionally been marred by the conduct of some one individual prisoner or group of prisoners. Yet on the whole its benefits have been so obvious that in law, if any instances, has the "honor system" been even partially abandoned because of the acts of individual prisoners. That in certain cases prisoners will take advantage of the unusual freedom they are permitted, and make their escape or attack some other prisoner or guard, may prove the difficulty of dealing with men in the mass, but it does not disprove the basic rightfulness of trying to make prisoners better men by intelligent and non-coercive methods.

Hawaii may well be proud of the prowess of such sturdy sons as Duke Kahanamoku and Sergt. T. J. K. Evans. One of them is the fastest swimmer in the world and has shown it in the hardest kind of competition. The other has established himself as the best rifle-shot in the army, navy and national guard of the United States.

Summarizing the territory's contention concerning Rapid Transit depreciation, it seems to be that the rolling stock gathers moss.

Some time ago a Kansas City officer, in refusing to prosecute a man who shot his drunken son because he had brutally assaulted his own mother, said:

"The criminal in this case is not you, nor yet your son. He is the man who gave your son the whisky, and you will do yourself and this office and your whole neighborhood a big service by finding out the name of the man who sells Southwest Boulevard whisky on Sunday. When you find him bring the evidence to me."

A few days ago a citizen of Honolulu, having murdered his own wife and stabbed himself to death, as reported, stated in his dying breath, "Booze did it. Booze did it."

The city of Honolulu is shocked. The neighborhood in which the tragedy occurred is horrified. It must have been a bloody sight which met the eyes of the police. Near the bleeding body of the supposed murderer were the empty demijohns of Maui wine. It was wine's contribution to Oahu's crime. And the real criminal, who was he? If booze did it, what about the man who sold the wine, and he who made it and those who licensed it according to the laws of the territory which legally provide for the traffic?

Slowly it dawns at last on the great body of American voters that the whole license system of the liquor traffic is criminal. It is a legalized conspiracy against the welfare of society, the stability of government, the peace of the home and the happiness of the individual.

The tragedy of Manoa Valley is only one of many. Thousands of others daily occur here and elsewhere and in fully ninety per cent of them, liquor is the prima causa, the real criminal. "Booze did it. Booze did it."

That many defenders of the license system are too ignorant, too incurably besotted to be reached by any moral consideration is undeniably true, but how long will it take sane, reasonable, and generally well-meaning men to see that every time they sustain the license system by their vote they are sustaining lawlessness and making it certain that homes will be wrecked and tragedies multiplied on every hand?

Those who declare that the German army organization lacks initiative must be rather taken aback at the spectacle of the Tenthons, on the verge of winter, launching the Balkan campaign in whirlwind fashion and meanwhile holding more than 1100 miles of front against the French, British and Russians. As developments in the Balkans come one after another, it is evident that the Tenthon drive into Serbia was delayed until Bulgaria's cooperation was assured—and the bolt started the moment Ferdinand committed himself to the cause of the Tenthons.

President Wilson's action in naming a New York colored man as minister to Liberia recalls to older residents of Honolulu the career here of B. McCants Stewart, the negro who afterward went to Liberia and became prominently identified with the public life of the African republic. At one time Stewart, his eloquent tongue sprinkling classic phrases, was very much in the limelight of a community considerably smaller than it is at present.

It is gratifying to know that Capt. von Papen thinks enough of "those idiotic Yankees" not to encourage Lieut. Fay, of the German army, in tying his infernal machines on to steamers leaving U. S. ports.

Greece's position between the upper and nether millstones is untenable for long. It does not seem possible she can avoid being drawn into the war.

'NEW MATSONIA' WILL BE BUILT, CABLEGRAM SAYS

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the steamer should be in service about January or February, 1917.

"As the Matsonia cost \$1,500,000 when she was built a year and a half ago, the new ship will cost more, as shipbuilding prices have increased materially since the Matsonia was completed," Mr. Brew said today.

The Matsonia can carry 273 cabin passengers, although she has accommodated as high as 283 by using a part of the steerage which has been remodeled for ocean use by men only. The Matsonia's freight capacity is 9000 tons.

The new ship should help out materially in doing away with the summer travel congestion which was so evident here from June 1 to the middle of September. Nothing was said in the cablegram concerning the name of the new steamer.

The following statistics concerning the Matsonia will enable those who have not seen the boat to gain some idea of the size of the new ship, which is to duplicate her. The statistics are from the Fireman's Fund Register for 1915:

Matsonia—Gross tonnage, 9738; net, 6173; built, 1912, at Newport News, Virginia; length, 480 feet; breadth, 58.1; depth, 32.5; horsepower, 8900; home port, San Francisco; managing owner, Matson Navigation Company.

The Matsonia is one of the best equipped and most elaborately appointed passenger steamers sailing the Pacific, and the news that a new ship to duplicate her in every way will be built, is welcome to Honolulu, and is also evidence that Capt. Matson has faith in the future of the Hawaiian Islands, both in their ability to attract tourists, and as a source of freight business as well.

J. P. Cooke, who has just returned from the coast, saw Capt. Matson while in San Francisco and told him then he would never regret the construction of the new liner.

"The news that the contract is signed is a matter of gratification generally," said Mr. Cooke this morning, "and I believe that this community will stand by Capt. Matson and help make the new liner profitable to the company. This is a big thing for Hawaii."

The importance of the announcement in Pacific shipping circles is indicated by the attention paid in the coast papers to the plans of the company. The San Francisco Chronicle of October 14 carried at the top of the first page a two-column "head" announcing the plan to build the new liner. At that time it was not known that it would cost much in excess of \$1,900,000.

ALL MEN OF COMPANY K ATTEND SERVICES FOR SERGT.'S TINY DAUGHTER

With Company K, 2nd Infantry, attending in a body, funeral services over the remains of little Thelma Whitaker, the three-year-old daughter of 1st Sergt. and Mrs. Victor Whitaker of Company K, 2nd Infantry, were to be held at 3 o'clock this afternoon from the chapel of H. H. Williams. Interment was to be in Nuuanu cemetery. Chaplain William Reese Scott of the 2nd Infantry was to officiate.

The little girl's casket was banked in a profusion of lovely floral offerings from the men of K Company, the United Spanish War Veterans, in which Sergt. Whitaker is prominent, and many other friends.

As announced yesterday, the little girl died at the department hospital after a three days' illness from pneumonia. Her father, Sergt. Whitaker, is one of the most popular men in the company and is one of the oldest men, in point of service, in the regiment. He has served in the Second since 1899.

PARCEL POST BUSINESS OF HONOLULU GROWING

Twelve thousand parcel post packages mailed from the Honolulu post-office in the first 15 days of this month, against 4800 for the same period in 1914, is the remarkable increase shown in a semi-annual report issued by Postmaster William F. Young.

The total number of parcels mailed at the local office from October 1 to 15, was 12,383. For the same period in 1914 it was only 4891. For the period from April 1 to 15 of this year the total was 9344. The October figures thus show a gain of more than 3000 parcels over the April business transacted.

A total of 643 packages were insured in the first 15 days of this month, against 452 during the 15-day period in April.

MURPHY IS DEAD; GLOOM CAST ON COURT CIRCLES

(Continued from page one)

tial arrival in Hawaii he made friends and kept them. The record of his business and official life here is a bright one. He was a member of three fraternal organizations and always which they put forward. In the death of Mr. Murphy Honolulu has lost a splendid citizen, an efficient official and a thorough gentleman.

Was Born in New York. Mr. Murphy was born in New York City on May 4, 1861, in which city his relatives have been in business for five generations. He was the son of Felix Murphy and Anne Hunter of that city. His education was received in New York.

He came to Honolulu for the first time in 1887 as assistant manager of the Arcade, which then was a large drygoods concern. Shortly after he was made assistant manager of Jordan's, and then assistant manager of the Kahuku store. One June 13, 1893, he married Katherine E. McLain and, when Thelma Murphy was about two years old, left for New York City with his family.

Returning to Hawaii, Mr. Murphy went into business for himself, conducting a shoe store in this city. A year later he was appointed as clerk in the public works department and 12 years ago became clerk in the local federal court.

Upon the retirement of the chief clerk of the federal court, Mr. Murphy was appointed to the position, this being on November 16, 1908.

Mr. Murphy was a member of the Elks, Knights of Pythias and Red Men. He was a past exalted ruler in the Elks and a past chancellor in the Knights of Pythias.

On February 20, 1913, Mr. Murphy suffered a stroke of paralysis, which eventually led to his death this morning. He recovered from the stroke to the extent that, during the last two and a half years, he was able to attend to the affairs of his office. On September 13, this year, he was taken ill and was forced to remain at home. He never recovered from the latter illness.

Federal Judge Sanford B. Dole today paid the following tribute to Mr. Murphy:

"He was a man of a great deal of force of character. Not only in his work was this shown, but when he was attacked over two and a half years ago by the ailment to which he finally succumbed, he appeared to have made up his mind to get well and he concentrated his energies to that end.

"As soon as he was able to be out he returned to his duties, although at first he had to be carried up and down the two flights of stairs to his office. Yet he never allowed himself to be discouraged or to give up. He gradually improved until it seemed as if he would recover substantially his former health.

Attack Due to Overwork.

"The attack a month ago was a surprise and a disappointment. Outside of his duties, his activities have been great. Mr. Murphy had always been devoted to the drama, in an amateur way. He was a member of three fraternities and was devoted to the work of these. In fact, his attack of two and a half years ago was largely due to overwork in carrying out his entertainment schemes, which work, added to his office duties, appeared too much for his strength.

"The local federal court fully appreciates Mr. Murphy's fidelity and ability, and will greatly miss him. He was a good husband, a good father, a good citizen and a thorough gentleman."

Federal Judge Charles F. Clemons said:

"Personally, I am sorry to lose Mr. Murphy not only as an associate in the work of this court, but as a friend. From the beginning of his connection with the office of clerk of the federal court as deputy clerk under Mr. Hatch, I as an attorney at the bar came in close touch with him and found it a pleasure to do business with him. He was always courteous, considerate and obliging, and ready to come early and stay late to accommodate the bar.

An Efficient Official. "And he was an efficient official, devoting considerable time outside of office hours to making himself well informed in his work. As a man he was generous, sympathetic, ready to lend a hand in any good cause or to help the needy. The evidence of high ideals in his work, his loyalty to the court, and his goodfellowship are pleasant things to think of."

Expressions of sympathy and tributes to the work of Mr. Murphy were heard from all quarters today. In re-

M'ADOO CASTS DOUBT ON SALE OF PACIFIC MAIL

Secretary of Treasury Insinuates Company Had Chance to Make Big Profit

A strong defense of the Seamen's law, together with the scarcely-veiled accusation that the Pacific Mail Steamship Company has gone out of business because it could sell its ships at a big profit, is contained in a letter from Secretary of the Treasurer McAdoo to Secretary of Commerce Redfield, given out to the public in Washington.

Copies of this letter reached Honolulu today. Secretary McAdoo attempts to show that the Pacific Mail could have complied with the new law without much trouble or expense, also that his (McAdoo's) interpretation of the "language clause" proved to be correct and made conforming with it not difficult.

Near the end of the letter, which is a lengthy one, he takes up Pacific Mail finances and the prices at which the five Pacific Mail steamers were sold. "It would appear to be possible," he declares, "that the company after doing business for 16 years without a dividend found that existing conditions gave them an opportunity of selling out a portion of their property at a price which would return them the full valuation of that property upon the company's books, plus at least \$1,000,000 more."

He ends by saying he is inclined to think that other vessels under the American flag will be found to handle traffic to and from the Orient.

As to the late clerk, federal court today was adjourned until 10 o'clock Thursday morning. Above Mr. Murphy's office in the federal building the Stars and Stripes are flying at half-mast.

SUGAR INDUSTRY NOW OPTIMISTIC ON TARIFF PLAN

(Continued from page one)

duty will be by suspension of the operation of the clause in the tariff bill, or whether there will be a repeal of a more far-reaching nature, has not yet become manifest. "That probably will not develop until Congress meets," he said.

Mr. Cooke was in New York when the news became public of Secretary McAdoo's recommendations.

"It came at a very timely moment in the sugar industry," he commented. "It saved the market from going to pieces. There was already a feeling of apprehension and the best-informed sugar men foresaw that several months before May 1—the date for free sugar—the operation of the clause would be discounted and large supplies put on the market. Holders of course would be rushing to sell their supplies before May 1, to get a price advantage. This would inevitably depress the market. In fact, disorganization was in prospect."

"Sugar men felt that this period of discounting might be four, five or even six months before May 1. But when the announcement came from Washington, the market steadied, strengthened, and the sugar industry knew where it was at. It was surely most fortunate that the announcement was made at the time it was."

Mr. Cooke says it is impossible to predict for how long a period the free sugar clause will be suspended—that is, in case suspension and not definite repeal is the course. Personally, he looks for at least a year or two, but says that others have predicted an even longer period.

Three men were burned to death and seven firemen hurt in a fire, which destroyed the livery stables of Christ Rheim at Elizabeth, N. J.

SUPERSTITIOUS PEOPLE

used to be afraid to make their wills—in their minds it presaged death.

Nowadays the practical man doesn't wait until the last minute nor does he show neglect of his loved ones by going at the matter in a haphazard manner.

We will draw up a legal will for you free of charge, provided we are named as one of the executors. Consult us about this important matter.

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FURNISHED

2568 Rooke St., Punahoa.....	4	"	75.00
1124 Lunaillo	4	"	70.00
Cor. Green and Victoria sts.....	6	"	75.00
2355 Oahu Ave.	5	"	100.00
2658 Oahu ave., Manoa.....	3	"	60.00

UNFURNISHED

Hackfield and Prospect Sts.....	2	"	27.50
14 Mendonca Tract (Liliha St.).....	3	"	20.00
1713 Kalua Rd., Waikiki (partly furnished).....	2	"	25.00
770 Kinau St.	4	"	32.50
1004 W. 5th Ave., Kaimuki.....	4	"	16.00
1020 Aloha Lane	2	"	18.00
1339 Wilner Ave.	5	"	40.00
1562 Nupunu Ave.	5	"	50.00
Luso St. (near School).....	2	"	20.00
Thurston Ave.	2	"	25.00
1312 Center St., Kaimuki.....	2	"	25.00
1818 Beretania St.	2	"	25.00
2015 Lanilulu Drive (Manoa).....	3	"	40.00
Waialae road, bet. 6th and 7th Aves.....	15	"	125.00
Hyde and Oahu, Manoa	2	"	35.00
2355 Oahu Ave., Manoa	5	"	70.00
1124 Lunaillo (partly furnished).....	4	"	50.00
929 Green St.	2	"	35.00
1317 Makiki St.	2	"	25.00
1205 Wilhelmina Rise	2	"	25.00

Personal Mention

C. SUMNER COON of Seattle arrived on the Lurline this morning and expects to locate in this city.

HARRY S. GREEN of Victoria was on arrival on the Lurline this morning. Mr. Green is an automobile man, and may decide to locate here.

R. E. TAYLOR of the Quartermaster's Department left at the Y. M. C. A. gym last evening and dislocated his right elbow. He will be out of gym competition for some time.

H. F. WOOD has written to A. P. Taylor of the Promotion Committee asking for more literature on Hawaii day in the Manoa from a three

to use at the Hawaii building during the big Pineapple Day and in the closing days of the exposition.

FRED A. McCARL, who has spent some time in Honolulu looking after the interests of the soldier and sailor with reference to Y. M. C. A. work, will leave this city today on the Lurline, being called to San Francisco on business connected with the association.

RICHARD SCHMIDT, vice-president of the Schmidt Lithographing Company of San Francisco, left San Francisco on the Ventura today for Honolulu. Mr. Schmidt is one of the leading men in the lithograph world, and is known as a good booster. He will stop at the Royal Hawaiian hotel during his stay here.

MR. AND MRS. W. R. FARRINGTON, with Miss Ruth and Miss Frances Farrington, will return next Tuesday from a three-day visit on the

months' visit on the mainland. Mrs. Farrington and their daughters have been stopping in California, while Mr. Farrington and their son, Joseph, went to Madison, where Joseph entered the University of Wisconsin. Mr. Farrington continued east and before returning to the coast visited Washington, D. C.

LESLIE WEISHART, a former Punahou athlete who is attending the University of Michigan, has written to Paul R. Super, general secretary of the Y. M. C. A., telling about the big plans for the Michigan union million dollar building. He also met Douglas Bond, who is taking a course in the literary department at Ann Arbor. Some time ago Weishart met Lum Fong, a former Punahou student who is now at the University of Missouri. Lum Fong expects to take up Y. M. C. A. work in the near future.

A quarterly dividend of 3 per cent on the common stock was declared by the Kelly-Springfield Tire Co.

DWELLINGS FOR RENT

FURNISHED

Lunaillo St.	3	bedrooms.....	\$55.00
Green and Victoria Sts.....	6	"	75.00
Wilner Ave. and Spencer.....	2	"	30.00
Central Ave., Kaimuki	2	"	25.00
Prospect St.	2	"	30.00
Pearl City, Peninsula	2	"	30.00
Park Ave., Kaimuki.....	3	"	70.00
Lanilulu Drive	3	"	45.00

UNFURNISHED

811 Lunaillo St.....	6	bedrooms.....	\$60.00
1522 Hastings St.	4	"	75.00
1475 Thurston Ave.....	5	"	40.00
1221 Pensacola St.....	4	"	40.00
1940 Young St.	2	"	35.00
1231 Lunaillo St.....	2	"	35.00
2355 Oahu Ave.	5	"	70.00
Center Ave., Kaimuki.....	2	"	15.00
Kunawai Lane	3	"	20.00

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